CIA/OBGI/RP 75-02 UNCLASSIFIED--CITY BRIEFS FOR NORTH AND NORTHEAST CHINA

CIA AUG74

CIA/OBGI/RP 75-02

CITY BRIEFS FOR NORTH AND NORTHEAST CHINA

38

CIA/BGI RP 75-2
AUGUST 1974

Approved For Release 1999/09/27 : CIA-RDP86T00608R000200230002-4

WU-HAN

WU-HAN

(Wuhan)

(pronounced Wu han)

Chinese romanized system of spelling:	Wuhan
Meaning in Chinese:	Contraction of three city names: Wu-ch'ang (Prosperous Military) Han-k'ou (Mouth of Han River) Han-yang (Sun Side of Han River)
Location:	30°34'N 114°13'E (approx. latitude of Baton Rouge, Louisiana)
Elevation:	75 feet above sea level
Population:	2,500,000 in municipality; 1,900,000 in built-up area, (Municipality 700 square miles; includes rural areas)

Climate:	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	46	69	93	74
Mean Daily Minimum Temperature (°F)	34	55	78	60
Mean Number of Days with Precipitation	7	12	9	8
Mean Monthly Precipitation (Inches)	1.8	5.8	7.0	3.1

WU-HAN

1. Wu-han, capital of Hupeh Province, is the collective name given to the three-city conurbation of Wu-ch'ang, Han-k'ou (Hankow), and Han-yang. Located at the confluence of the Han and Yangtze rivers, this urban complex of approximately 2.5 million people comprises the foremost city in the densely populated, agriculturally productive, and industrially developing middle Yangtze Plain. Wu-han is also the most important transportation center in Central China: it is the largest port on the Yangtze after Shanghai and is capable of handling ocean-going vessels of 8,000 tons; it is also a key rail center on the Peking-Canton Railway. The double-decked Yangtze rail and road bridge opened in 1957 is one of only two bridges crossing the river between Ch'ung-ch'ing (Chungking), in southwest China, and the sea.

2. The Wu-han cities are physically separated by the rivers: Han-k'ou and Han-yang are located on the left bank of the Yangtze and north and south of the Han Shui respectively; Wu-ch'ang lies on the right bank of the Yangtze. The cities have developed more or less independently and with distinctive functions that still characterize each of the three today. Nevertheless, their administrative amalgamation in the early 1950's coupled with the construction of the road and rail bridge across the Yangtze have served as powerful stimuli to integration of the tri-cities.

3. Han-k'ou, the largest and the most Westernized of the Wu-han cities, functions as the commercial center for the metropolitan area. Han-k'ou's dominant economic position was established after it was designated a treaty port in 1860. With the establishment of foreign concessions the city's commercial functions mushroomed, and it quickly developed into one of China's most important inland ports. Today, it is the most modern of the Wu-han cities, with many of the buildings dating from only about 1900.

4. The newest section of the city lies north and west of the main rail line that traverses nearly the entire length of town. Developed largely since 1949, it is generally a very pleasant section of town and could serve as a showcase for Chinese urban planning. The vast majority of buildings are

either modern workers' apartments or government offices. Between the rail line and Chung-shan-ta-tao, the city's main thoroughfare, tree-lined streets become less common, parks and open spaces rarer. This area -- mainly a mix of workers' apartments, medium-size factories, and small workshops -- still accounts for a significant share of all goods manufactured in Wu-han. Because of the considerable growth of Han-k'ou since the late 1800's, the old Chinese part of town has shrunk in size relative to the rest of the city.

5. The city's past connections with the West are still evident in the area that was given over to foreign concessions along Yen-chiang-ta-tao, a major thoroughfare paralleling the Yangtze River. At its peak this concession area -- which is sometimes referred to as Han-k'ou's Bund -- occupied nearly 2 miles of valuable riverfront property. Many of the buildings -- multistory Western-style banks, stores, and residences -- are still standing but are now occupied for the most part by government offices.

6. Since 1949 Han-k'ou has broadened its industrial base considerably. Commerce and trade continue to be as important as before, and new factories producing farm equipment, textiles, chemicals, and food products have been built. Han-k'ou is also the primary military center for Wu-han Municipality. An airfield and several large military-related installations -- barracks, schools, and training areas -- occupy extensive tracts of once productive cropland on the city's margins.

7. Han-yang is the smallest of the three cities. It was founded about 600 A.D. but, like neighboring Han-k'ou, remained relatively unimportant until the last half of the 19th century. In 1891 Chang Chih-tung, Viceroy (governor-general) for Hupeh Province, convinced of China's need to modernize, constructed the state-operated Han-yang iron and steel plant. Located north of Kuei Shan (Tortoise Hill) along the Han Shui, it was China's first modern iron and steel complex. By the early 1900's an arsenal and several other factories had been built along this riverfront and for a short time Han-yang ranked as one of China's most important centers of heavy industry, particularly iron and steel products. By the close of World War II, however, most of the plants had either been destroyed or moved farther inland. Since 1949 the southern bank of the Han Shui has been re-established as an industrial district, but the emphasis has shifted to such light industries as food processing, cotton textiles, and paper products.

8. Han-yang is a typical old Chinese city -- densely populated, once-walled, carved into irregularly-shaped sections by narrow winding streets, and given over almost entirely to residences and commerce. Only along Yang-ta-tao-lu, the city's main street, are modern structures commonplace -- primarily workers' apartments and government buildings. This part of Han-yang lies south of the re-established industrial district and is separated from it by Kuei Shan. A new industrial district for storage and light fabrication is now being developed south of the town on agricultural land fronting the Yangtze to the east. With industrial facilities lining both the Han and Yangtze, and a railroad tie plant on the western edge of the city, Han-yang has regained some of the industrial importance it possesed early in this century.

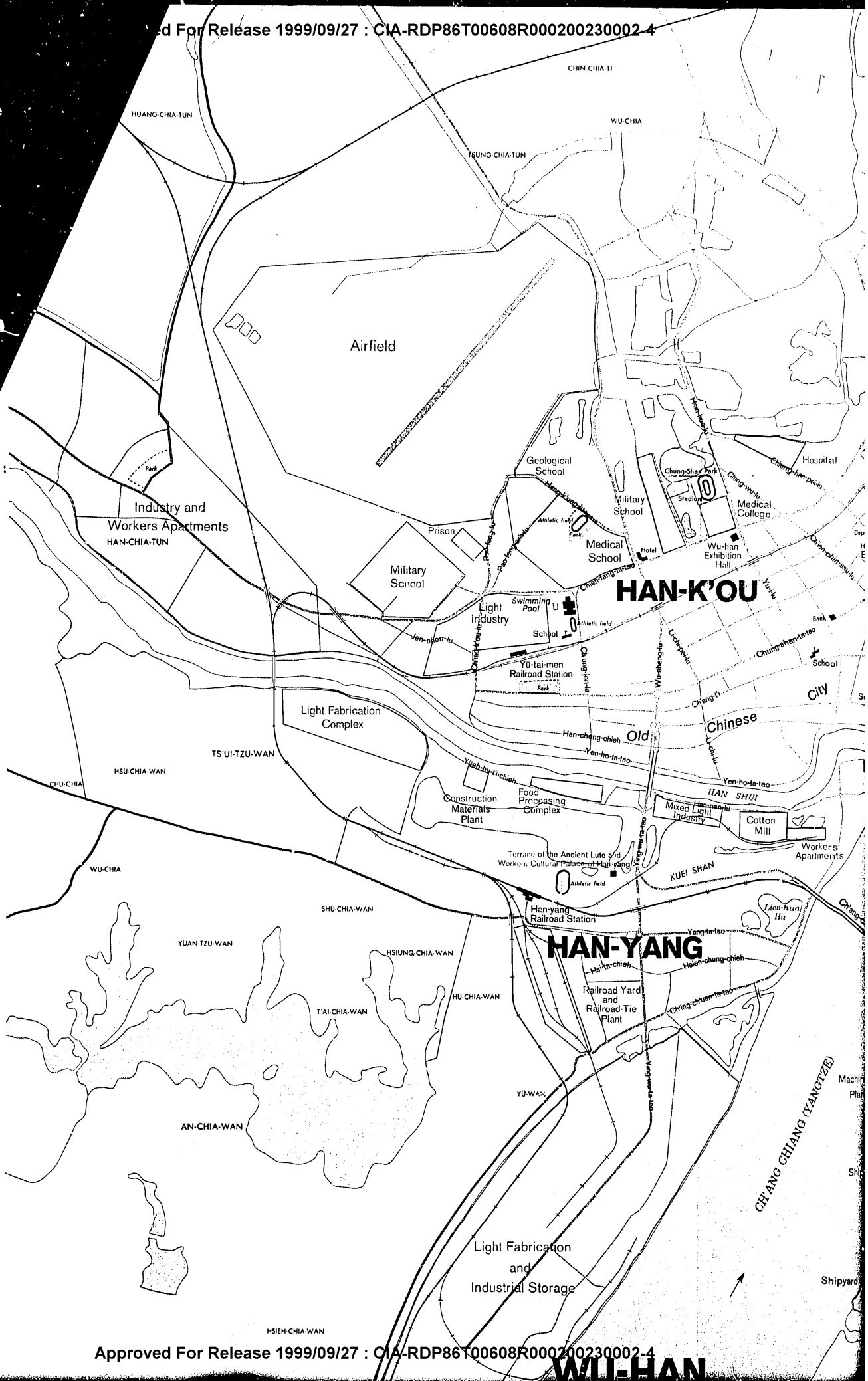
9. Wu-ch'ang is the oldest of the Wu-han cities and has long functioned as an important administrative center. As early as 1300, during the Yuan (Mongol) Dynasty, Wu-ch'ang served as the capital of a large administrative area known as Hu-kwang, which included the present-day provinces of Hupeh, Hunan, Kwangtung, and the Kwangsi Chuang Autonomous Region. Today the city still is important administratively, serving as the seat of the Hupeh Provincial Government.

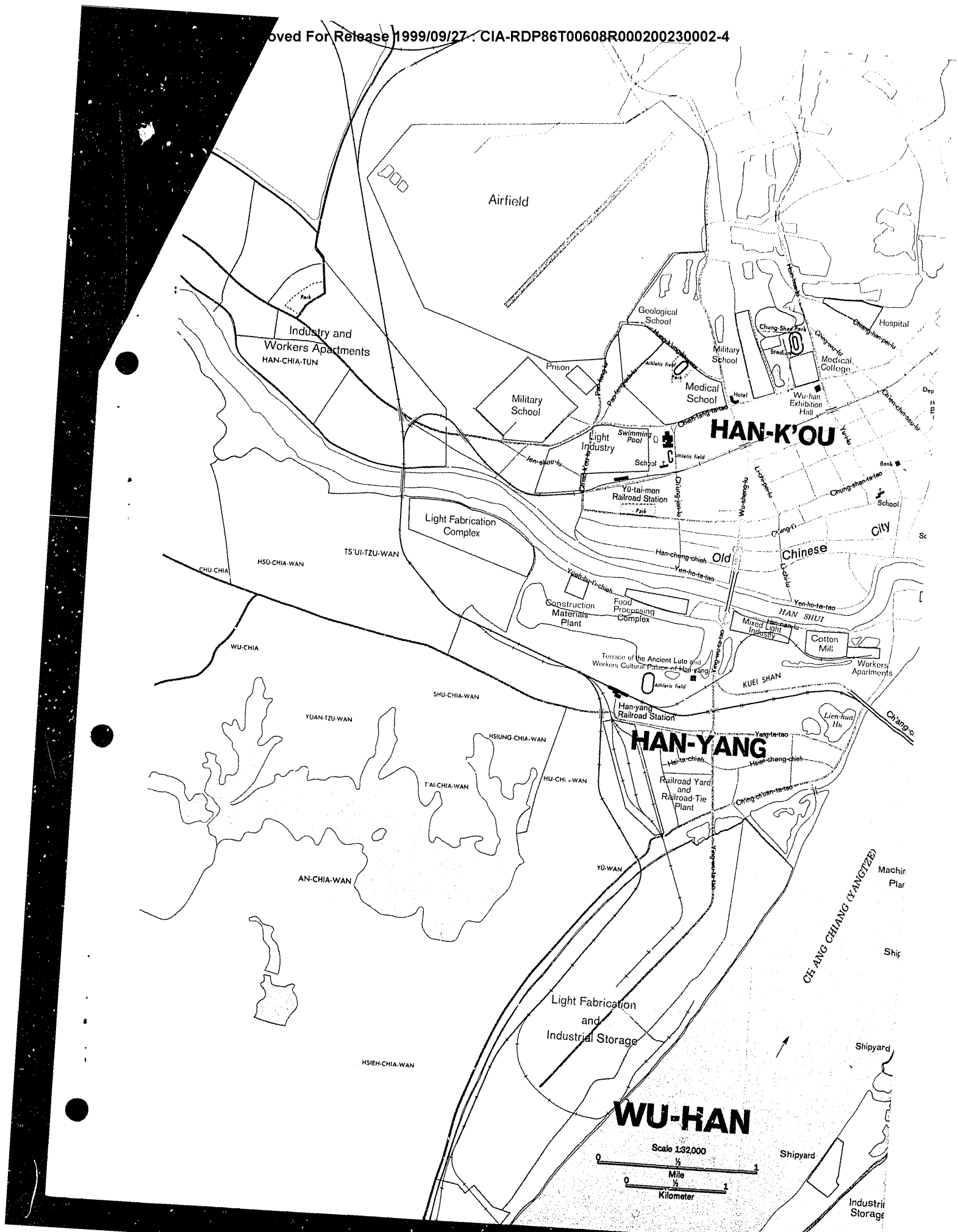
10. The old part of the city is built around She Shan (Serpent Hill), a long, low ridge that physically divides the urban area into two roughly equal parts. North of She Shan the old city has preserved much traditional Chinese character and is given over largely to commerce, government, and residences, with industry generally confined to the riverfront. South of She Shan, however, this traditional character has been diluted by the establishment of several large machinery factories, an important shipyard, a number of military facilities, and several government buildings. Industrial expansion north and south of the old city has taken place along the right bank of the Yangtze. Railroad repair shops, chemical works, and machine tool plants have been added, joining the long-established industries producing cotton and silk textiles, paper, and food.

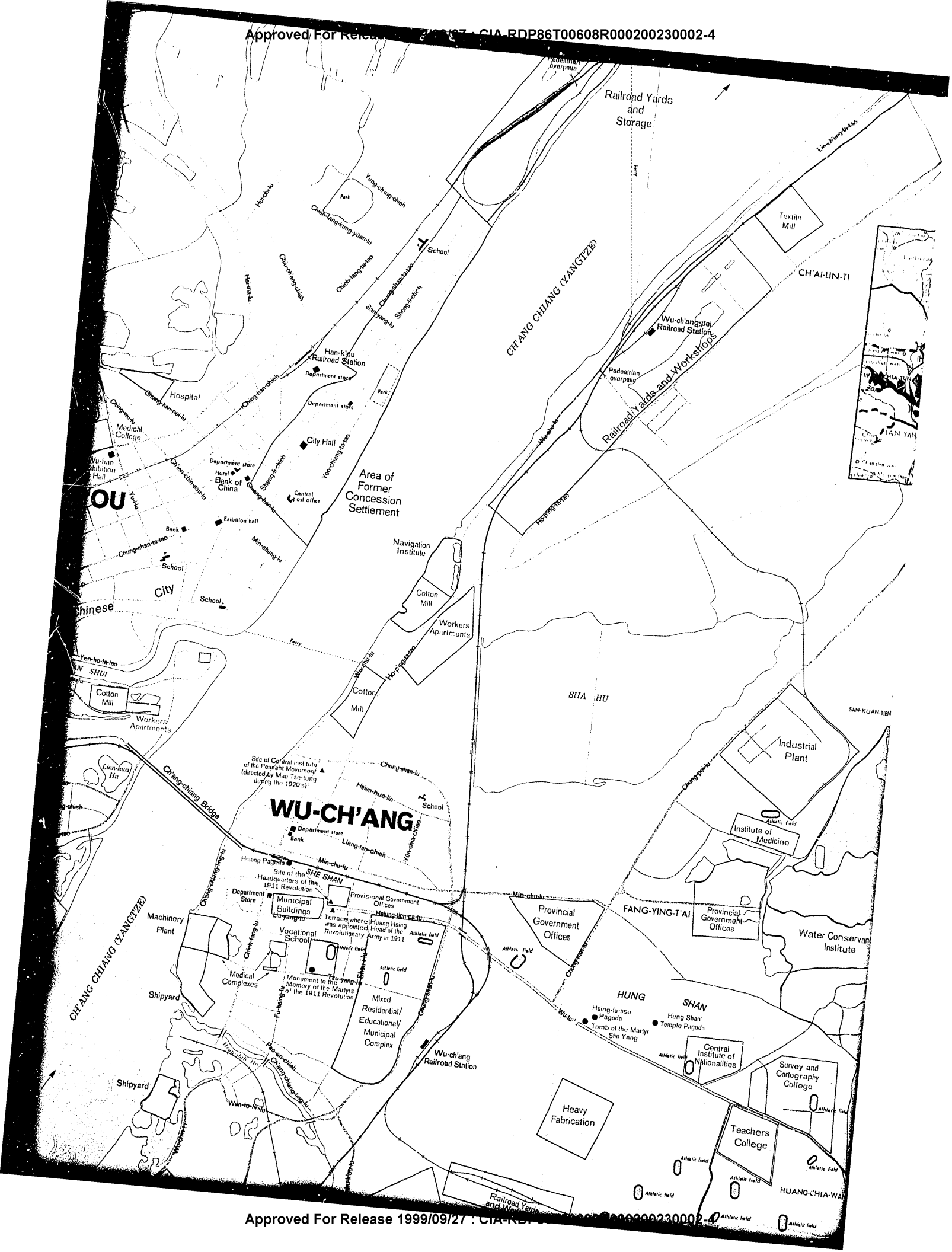
11. The Wu-han Iron and Steel Complex frequently is on the itinerary of visitors to Wu-han. Located about 10 miles northeast of Wu-ch'ang near the town of Ching-shan, it has made Wu-han the principal industrial center in the middle Yangtze region and one of the five or six most important industrial cities in China. The heart of the complex is a 3-million-metric-ton integrated iron and steel plant. Iron ore, limestone, coal, and other raw materials are all supplied from local sources.

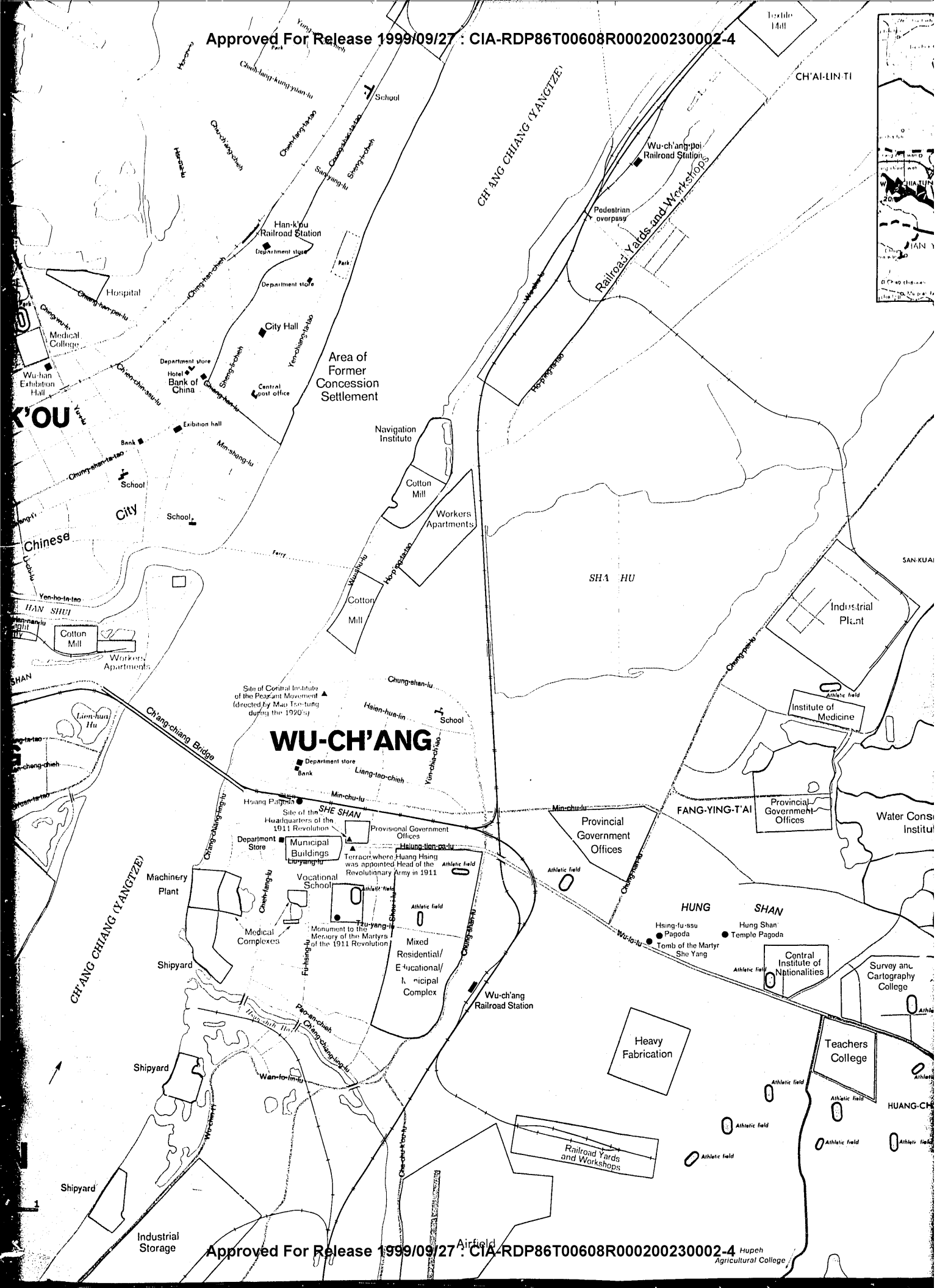
The complex, including associated machinery, chemical, fertilizer, and construction materials plants, occupies an area of approximately 40 square miles and has more than 60,000 workers. Visitors to the complex are most often taken to Ching-shan via riverboat; the cruise takes approximately 40 minutes.

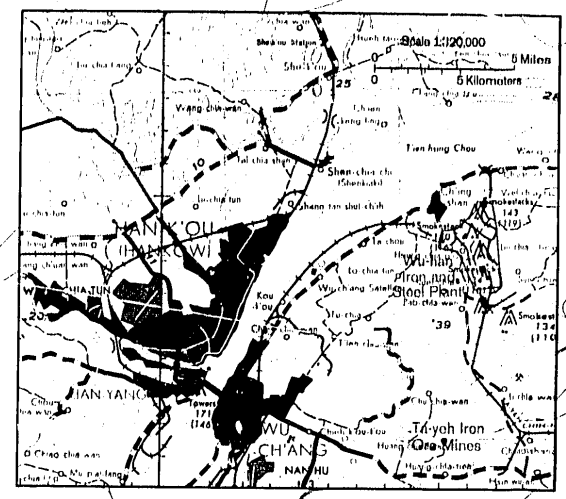
12. The Ta-yeh Iron Mines, a series of rail-served, open pit mines, are located approximately 40 miles southeast of the iron and steel complex. First opened in the 1890's to supply the iron works at Han-yang, these open pit operations provide almost all of the iron ore (and limestone) used at the Ching-shan complex. With a skilled labor force using modern mining equipment and living in good accommodations, Ta-yeh is a model Chinese mining operation.



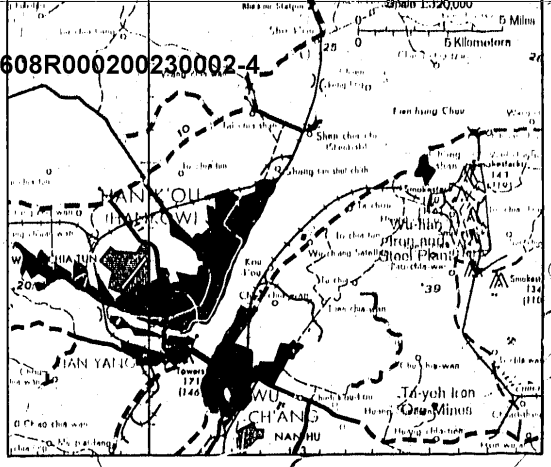








Pedestrian Overpass
Railroad Yards and Storage
Textile Mill
CH'AI-LIN-TI
School
CH'ANG CHIANG (YANGTZE)
Wu-ch'ang-pei Railroad Station
Pedestrian overpass
Railroad Yards and Workshops
Park
Area of Former Concession Settlement
HO-CHIA LING
Hillock of the Nine Maidens
Navigation Institute
Cotton Mill
Workers Apartments
Cotton Mill
SHA U
SAN-KUAN-TIEN
Tung-hu Park
Athletic field
Hupeh Provincial Museum
Industrial Plant
Chung-shan-lu
Hsien-hua-lin
School
CH'ANG
Liang-tao-chieh
Yun-chia-chiao
Min-chu-lu
Institute of Medicine
TUNG HU
THE SHAN
Provincial Government Offices
Terrace where Huang Hsing was appointed Head of the Revolutionary Army in 1911
Provincial Government Offices
FANG-YING-T'AI
Provincial Government Offices
Water Conservancy Institute
Athletic field
Wu-han University
FENG-TU SHAN
LO-CHIA SHAN
HUNG SHAN
Hsing-lu-ssu Pagoda
Hung Shan Temple Pagoda
Tomb of the Martyrs She Yang
Central Institute of Nationalities
Survey and Cartography College
Mixed Residential/ Educational/ Municipal Complex
Wu-ch'ang Railroad Station
Heavy Fabrication
Teachers College
Physical Education Institute
HUANG-CHIA-WAN



CH'AI-LIN-TI

CHIANG CHIANG (YANGTZE)

Wu-ch'ang-poi Railroad Station

Railroad Yards and Workshops

Pedestrian overpass

HO CHIA LING

Hillock of the Nine Maidens

Area of Former Concession Settlement

Navigation Institute

Cotton Mill

Workers Apartments

Cotton Mill

SHA HU

Industrial Plant

Tung-hu Park

Athletic field

SAN-KUAN-TIEN

Hupeh Provincial Museum

Chung-shan-lu

Hsien-hua-lin

School

-CH'ANG

Liang-tao-chieh

Yun-chia-chiao

Min-chu-lu

SHE SHAN

Provincial Government Offices

Terrace where Huang Hsing was appointed Head of the Revolutionary Army in 1911

Hsing-lung-tien-pa-lu

Monument to the Memory of the Martyrs of the 1911 Revolution

Tzu-yang-lu

Shao-lu

Mixed Residential/ Educational/ Municipal Complex

Chung-shan-lu

Wu-ch'ang Railroad Station

Provincial Government Offices

FANG-YING-T'AI

Provincial Government Offices

Chung-shan-lu

Institute of Medicine

TUNG HU

Water Conservancy Institute

Wu-han University

FENG-TU SHAN

LO-CHIA SHAN

HUNG SHAN

Hsing-fu-ssu Pagoda

Hung Shan Temple Pagoda

Tomb of the Martyr She Yang

Wu-lo-lu

Central Institute of Nationalities

Survey and Cartography College

Teachers College

Heavy Fabrication

HUANG-CHIA-WAN

Physical Education Institute

SAN-CHIA-TIEN

Railroad Yards and Workshops

Airfield

Hupeh

LO-YANG

LO-YANG

(pronounced luo-yang)

Chinese Romanized system of spelling	Luoyang			
Meaning in Chinese	On the sun side of Lo River			
Location	34°40'N 112°25'E (approx. latitude of Little Rock, Arkansas)			
Elevation	500 feet above sea level			
Population	over 500,000			
Climate	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	43	73	91	71
Mean Daily Minimum Temperature (°F)	25	50	75	49
Mean Number of Days with Precipitation	2	5	10	4
Mean Monthly Precipitation (Inches)	0.4	0.9	3.0	0.7

LO-YANG

1. Lo-yang, enjoying a resurgence of some of its ancient glory as an Imperial capital, has been transformed into a sprawling and growing industrial complex. The city is located on the north bank of the Lo Ho (river) on a rich agricultural plain formed where the Lo and its major tributary, the I, flow in parallel courses for about 20 miles. The Lo is the last major downstream tributary of the Huang Ho (Yellow River), which is about 15 miles north of Lo-yang. Growth of the city in recent years has been tremendous due primarily to the siting here of major industrial plants and the subsequent growth of the satellite industries. Lo-yang is now more than three times its former size and extends east-west in a 9-mile long by 2-mile wide swath.

2. Lo-yang has been visited by many tourists. Although it does not have an airfield, the city can be reached by rail or bus from Cheng-chou, the largest city in Honan, about 70 miles to the east. The Chinese have shown willingness to demonstrate at least some of their industrial accomplishments in the city. Numerous cultural relics in the region are an added attraction.

3. Lo-yang is located in the cradle of Chinese civilization and has been settled from earliest times. The city flowered for hundreds of years as the Imperial capital -- a role it shared alternately with other cities from 770 B.C. to A.D. 938 when the capital was finally moved away. Lo-yang was later destroyed by the northern Chins and many of the people fled the area. The rest took refuge behind newly-constructed fortifications a short distance away on the present site of Lao-ch'eng, in the eastern edge of Lo-yang.

4. The importance of Lo-yang diminished considerably after it was rebuilt partly because of the shift of Imperial power away from central China to the north. The city served mainly as the provincial capital of Honan until recent years, and as an important transportation center on the route from the North China Plain into northwest China. Early in this century, the railroad reached Lo-yang and was extended to Sian. Lo-yang remained in Chinese control during most of Sino-Japanese War and had a population of only about 90,000 in 1949.

5. Since 1949 Lo-yang has grown westward from Lao-ch'eng (the old city), although most of the administrative functions

and the main shopping districts are still in the old city, or just to the west in Kung-hsi, the section between Lao-ch'eng and the Chien River. The largest industrial complex is across the Chien River at Chien-hsi (west of the Chien) where a huge city of apartments has sprung up to provide living quarters for the army of approximately 150,000 industrial workers. All of the new districts are laid out with wide streets and spacious grounds. Bus lines link the various sections of the city.

6. The enormous industrial growth in Lo-yang blossomed in the mid-1950s when ground was broken for a huge tractor plant in Chien-hsi. By 1959, the plant was producing tractors, and additional industrial plants were under construction nearby. Growth in the area was somewhat slowed by the removal of the Russian technicians and the subsequent economic downturn in the PRC. The Chinese eventually have fulfilled their long-range development plans and Lo-yang is a "showcase" of Chinese industry. Visitors are frequently invited to tour selected facilities; most come away impressed with the size of the factories, but not with the production techniques, quality control, and safety measures.

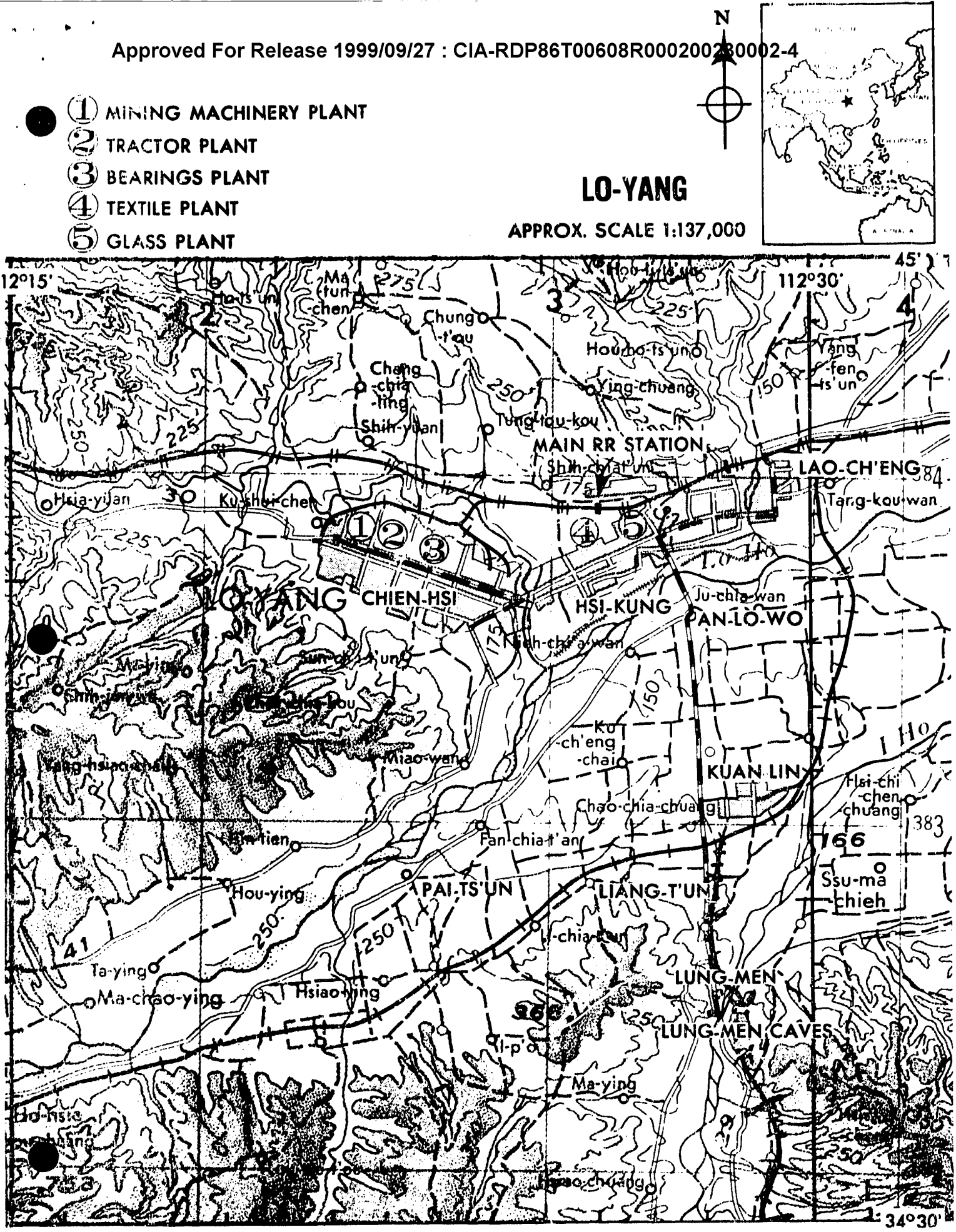
7. The first industrial stop for visitors is the Lo-yang Tractor Factory, also known as the Tung-fang-hung (East is Red) Tractor Plant. It dwarfs the other plants and by itself is larger than the old town. About 25,000 workers are employed in this complex. Among its principal products are a 75 horsepower caterpiller-type tractor and a 40 horsepower wheeled tractor. The plant also produces fuel pumps and other parts. Nearly all of its production has been for domestic use by agricultural communes. It is serviced by numerous feeder plants in the vicinity that produce small parts and sub-assemblies.

8. The Lo-yang Bearings Plant, just to the east of the tractor plant, began production in 1958. It is a huge plant that was originally designed for making bearings for cars, tractors, and motors. It can now produce ten times as many varieties of bearings as was originally planned, ranging from miniature to very large size and is China's principal bearings plant. Some of the bearings produced are used in a wide range of equipment such as precision machine tools, and the heavy equipment used in the metallurgical, mining, petroleum, and heavy machinery industries.

9. Other plants in Lo-yang include a glass factory, textile and dye plant, mining machinery equipment plant, iron and steel

plant, and motor assembly plant. The diversity of industry offers something for almost any interest; however, the Chinese have not permitted visitors in some of the plants.

10. Most visitors go to the Lung-men Caves, about 9 miles south of the city at a point where the I River flows for about 600 yards between high cliffs. Over 1,300 caves, 97,000 statues, and numerous niches, pagodas, and inscriptions have been laboriously carved from the hillsides. Work was started on the caves in the late 5th Century and most were completed within the next 200 years. The caves are impressive despite the removal or damage to about 90 percent of the statuary heads by looters during the last century. The oldest and most numerous caves are on the west bank of the river. Some of these are situated to face the rising sun so that the slanting rays bring life to the contours on the statue faces. Visitors usually go to the caves in the early morning to observe the sun's effects. Just to the north of the caves the I River is spanned by a magnificent 1,000-foot three-span stone arch highway bridge that was opened to traffic in 1962.



HA-ERH-PIN

Approved For Release 1999/09/27 : CIA-RDP86T00608R000200230002-4

HA-ERH-PIN
(HARBIN)

(pronounced Ha er bin)

Chinese romanized system of spelling:	Haerhbin
Meaning in Manchu from which Chinese name was derived:	a fish net drying area
Location:	45°45'N 126°39'E (approx. latitude of Minneapolis, Minnesota)
Elevation:	450 feet above sea level
Population:	2,500,000 municipality (including portions of the surrounding rural area)

Climate:	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	7	54	84	54
Mean Daily Minimum Temperature (°F)	-14	31	65	31
Mean Number of Days with Precipitation	5	7	16	7
Mean Monthly Precipitation (Inches)	0.2	0.9	6.6	1.2

HA-ERH-PIN

1. Ha-erh-pin (Harbin) is one of China's largest, and yet one of the nation's youngest, cities. The city is situated on the right bank of the Sungari River, about 320 miles by air from Shen-yang and 650 miles northeast of Peking. Ha-erh-pin is the capital of Heilungkiang Province which shares an almost 2,000 mile long, largely riverine, frontier with the Soviet Union. It also is an important transportation hub and transshipment point, especially as a regional collection center for agricultural, forest and mineral products; an already important, yet growing, industrial nucleus that is particularly known for machine building; and a major military garrison.

2. Ha-erh-pin emerged from its sleepy past as a small fishing village at the turn of the present century. Beginning in the late 1890's, the Russians used the town as a construction base for the Chinese Eastern Railway that provided the shortest route from Siberia, via Chinese territory, to the far eastern port of Vladivostok. Subsequently, the South Manchurian Railway was constructed, extending south from Ha-erh-pin to Lu-ta (Dairen), thus setting the stage for the continuing development of Ha-erh-pin as a major transportation hub. Completion of these railways also assured the city's future position as the leading transshipment point along the Sungari. Before World War II, successive Russian, then Japanese, dominance had retarded balanced economic growth. Exportation of resources by the Japanese had assumed increasing importance and the city functioned as part of a supply conduit to Japan.

3. Ha-erh-pin is compact by American standards for a city of its size; yet it may appear spacious, in places, within the built up area, partially because of numerous parks. The city is hemmed in to the north by the Sungari River but has tended to sprawl to the east and south along established rail and road routes. The major geometrically patterned, paved streets are broad and tree lined; motor traffic is limited and consists mostly of buses, trolley buses, streetcars, and trucks. (The few automobiles used are mostly those of officials.) Perhaps a surprising feature of many larger buildings is their Western architectural style, reminiscent of the time when Russianized Ha-erh-pin had the largest Caucasian population of any city in Asia; today, probably no more than 1,000 Russians, mostly pensioners, remain. (Following the 1917 Soviet Revolution, 100,000 political refugees fled to Ha-erh-pin.) Elsewhere in older parts of the city many smaller Russian-style wooden

buildings and a few bulbous-spired Orthodox churches remain, most in varying states of disrepair. A striking feature on the city streets is horses being ridden or pulling carts, particularly from nearby farming communities; in winter horse drawn sleighs may be seen -- at least on the outskirts of the city. Many of the recently built industrial plants -- some with adjoining workers' housing -- are located at the city's outskirts, or several miles beyond the continuously built up area, though administratively within the municipality boundaries. Agricultural land surrounds the city and is largely planted to food grains, soybeans, vegetables, fruits, and sugar beets. Much of the vegetables and fruits are used to feed the city's population whereas some of the grain, soybeans, and sugar beets are processed for shipment elsewhere.

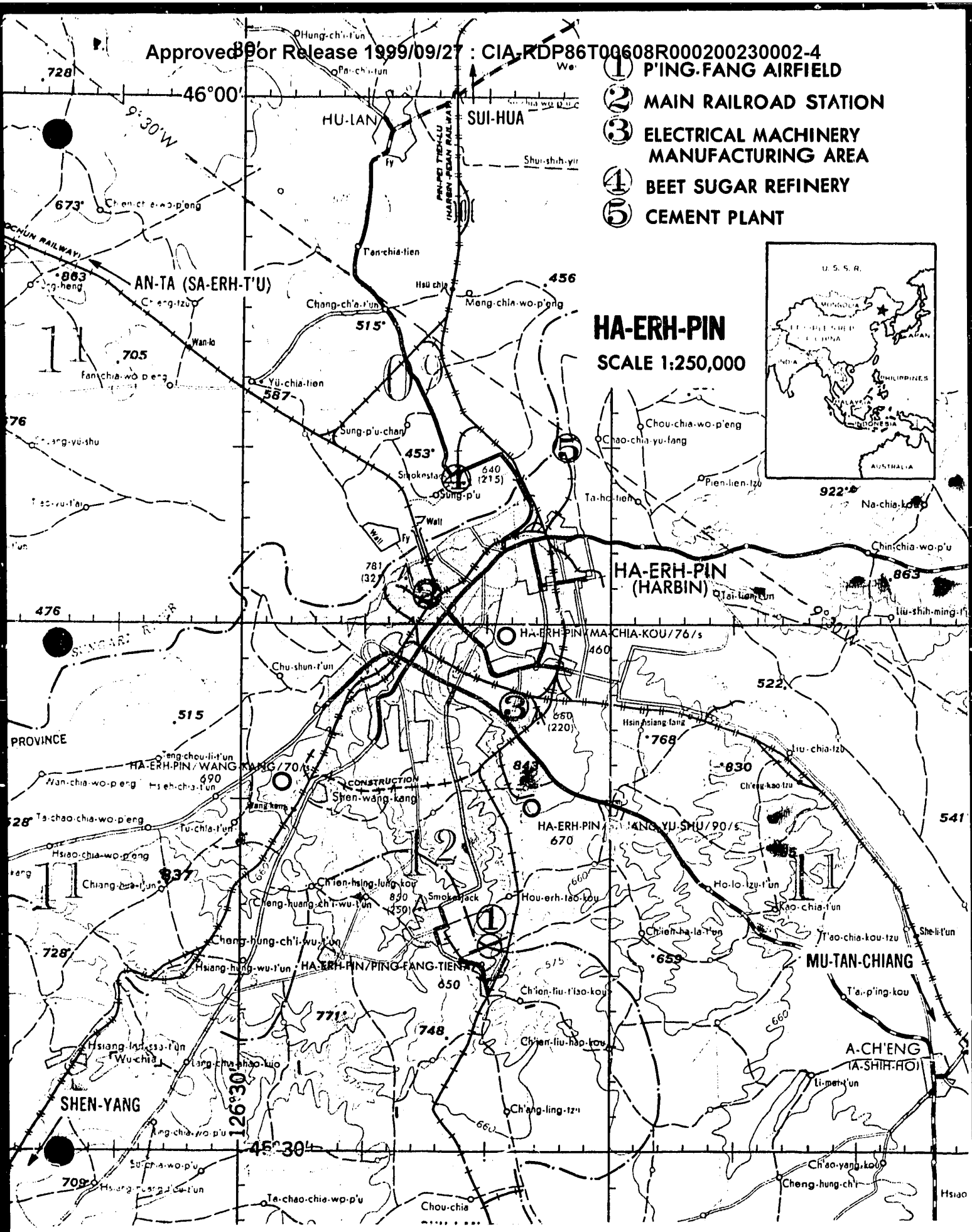
4. Ha-erh-pin is well served by a variety of transportation facilities. It retains its importance as the leading rail center in northern Northeast China with five major lines radiating from the city: two segments of the former Chinese Eastern Railway to the west and east, respectively; the former South Manchurian Railway to Lu-ta and Shen-yang, on which most industrial shipments from the city are carried; the northern line from Sui-hua and beyond which carries in much of the mineral, forest, and agricultural products needs of the city; and the line to Shu-lan to the south. River steamers, tugs, and barges that primarily transport agricultural products, timber, and coal to the city, can only be used about half of the year; some of these cargoes are transshiped elsewhere, largely by railroad.

5. Air service is less frequent than that between major American cities. Daily flights are available to Peking, and connections can be made to other points in the Northeast. Foreign dignitaries and high Party and government officials who arrive in larger aircraft are usually landed at P'ing-fang Airfield, about 12 miles south of the city center; those arriving in smaller aircraft from points elsewhere in the Northeast normally fly into Ma-chia-kou Airfield just east of the central city. Motorable roads radiate from Ha-erh-pin to adjacent urban centers.

6. Ha-erh-pin's industry has expanded rapidly, especially since 1950. Today, the city is the nationally pre-eminent producer of electric power generation equipment that is manufactured in plants south of the city center. It is also an important contributor to the nation's other machine building

industries such as bearings, instruments and cutting tools, agricultural machinery and other heavy machinery -- particularly railroad equipment. Chemicals, including agricultural fertilizer and cement, are other leading industrial enterprises. Ha-erh-pin remains a major railroad equipment repair center. The beet sugar refinery on the northern bank of the Sungari, opposite the city, and numerous other, smaller plants processing agricultural or forest products are indicative of the continuing importance of resource processing industry.

7. The city is not known for its tourist attractions, but its higher educational institutions are of particular importance for training students in applied fields. These institutions include a medical college, a normal school, agricultural and forestry schools, and several engineering and technical schools, most of which are located south of the central city.



TA-CHAI

TA-CHAI

(pronounced da-jai)

Chinese romanized system of spelling	Da-zhai
Meaning in Chinese	Large Fort
Location	37°34'N 113°43'E (approx. latitude of Wichita, Kansas, USA)
Elevation	3,000 feet above sea level
Population	450 (estimated)

Climate

	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	34	67	88	66
Mean Daily Minimum Temperature (°F)	7	39	66	37
Mean Number of Days With Precipitation	1	3	11	3
Mean Monthly Precipitation (inches)	0.2	0.6	4.2	0.7

TA-CHAI

1. Ta-chai is a small agricultural production brigade of the Ta-chai People's Commune in eastern Shansi Province, located about 70 miles east of the provincial capital of T'ai-yüan. Because of its success in cultivating marginal land and achieving high yields over the past 2 decades with essentially only traditional tools and manpower, Ta-chai has been upheld as a model for all of China's agricultural units to emulate. In 1964 Mao Tse-tung singled it out as an outstanding example of how man, through self-reliance, determination and social organization, can transform nature and emerge from backwardness and poverty.

2. Ta-chai is located in China's loess lands, one of the country's most unique -- and agriculturally marginal -- regions. Frequent droughts, flash floods and severe erosion are the major environmental hazards; to a large degree, they are the result of man's occupation of the land. Loess is a very fine loamy silt, yellowish-brown in color and often referred to by the Chinese as huang-t'u (yellow earth) that blankets much of the original topography to depths ranging from a few feet to several hundred feet. Scattered groves of trees and grasses once protected the fertile, but easily eroded, soil. But in the mid-16th century, increased population pressures resulted in deforestation and extensive cultivation of the loess lands. Exposed to the torrential summer downpours characteristic of the region, the loess lands are severely eroded; most of Shansi is now barren of natural vegetation and deeply dissected by thousands of steep-walled gullies and ravines.

3. Ta-chai Brigade has made a concentrated and largely successful effort to upgrade its environment and make farming more stable and prosperous. The village began the transformation of its land in the winter of 1953. More than 100 years of unchecked erosion had turned its area into "seven gullies, eight ridges and one slope." After 2 decades of labor, however, almost all gullies have been terraced or filled, more than 100 check dams have been constructed, sloping hillside plots on the ridges have been replaced by more level fields, and attempts have been made at afforestation. The brigade's most ambitious undertaking was the reclamation of Lang-wu-chang gully, nearly a mile long and the largest in Ta-chai. Begun in 1955 and completed 3 years later, the project required the building of at least a dozen stone terraces; these are some 6 to 10 feet high, with an additional 50 percent of stonework below ground to serve as a foundation.

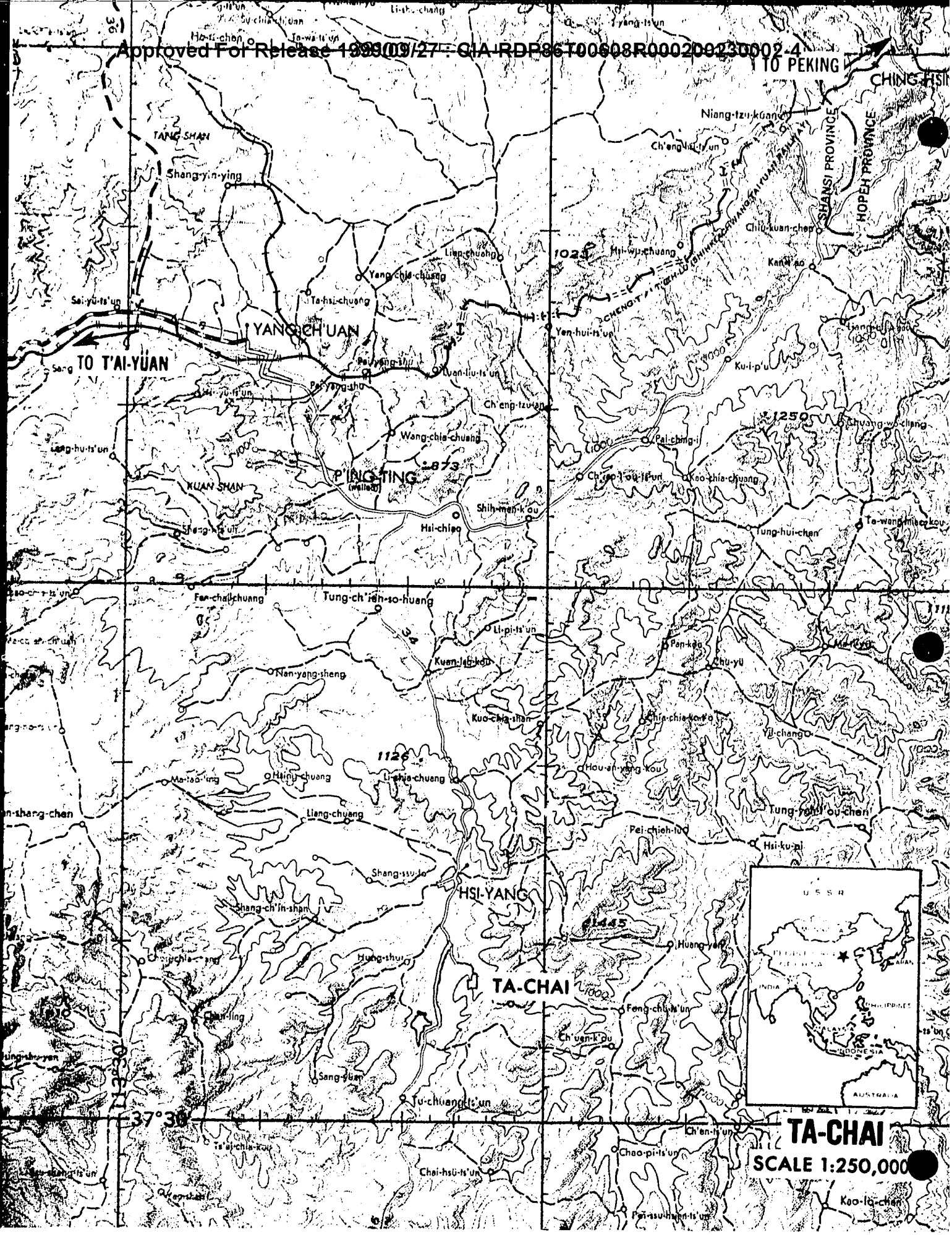
4. Ta-chai has also been successful in reducing the potentially devastating effects of drought. In the mid-1960's brigade members, along with local army troops and others from the Ta-chai commune, constructed Kuo-chuang Reservoir located 2 miles south of the village. A rock-lined aqueduct some 4 miles in length was also built to channel water to three reservoirs located above the Ta-chai fields. Today more than half of the crops in these fields are irrigated. The brigade has been able to diversify its crops with a more dependable, controlled water supply. Small patches of irrigated cotton and paddy rice now augment the traditionally dry-farmed grains of wheat, millet and corn.

5. The site of Ta-chai has probably been continuously occupied for at least several centuries, but most of the village dates only from 1963. In the summer of that year heavy rains caused the biggest flash flood in a century. Stone walls, terraces, and 80 percent of the brigade's houses were destroyed. The village was quickly rebuilt and now has a modern appearance. Ta-chai's 450 residents live in neat rows of stone-fronted cave dwellings and two-storied stone buildings. A large auditorium has been constructed and probably serves as an exhibition hall/museum highlighting the work of Ta-chai. A few dilapidated cave dwellings, several tiny hillside plots, and a small unreclaimed gully have been preserved to show visitors what conditions were like prior to 1953.

6. The cave dwelling (yao-tung) is one of the region's most interesting and distinctive cultural features. Dug into the sides of vertical cliffs of thick loess, it is usually about 30 feet long and 8 to 15 feet wide, the width depending on the strength of the soil. The cultivated fields are often "upstairs." A main advantage of the cave over a surface structure is that it is cool in summer and warm in winter. Moreover timber, a scarce and valuable commodity in the denuded loess lands, is needed only for the vaulting in the roof and the door and window openings. A serious disadvantage, however, stems from the location of the loess lands in one of the most active earthquake zones in China. Exceptionally violent earthquakes of the past have buried alive hundreds of thousands of Shansi residents. Flash floods also are a hazard and in 1963 more than 100 cave dwellings in Ta-chai collapsed.

7. It is possible that a foreign visitor to Ta-chai will meet the brigade's most famous resident, Chen Yung-kuei. A

hired laborer prior to 1949, he has been portrayed as a model agricultural worker and the person most responsible for Ta-chai's success. By the eve of the Cultural Revolution (CR) he had risen to the post of local Party Secretary, become the village's chief PR man, and assumed the role of local hero. During the CR, however, Chen's political fortune went into a temporary decline, and he was dismissed as Party Secretary. His current status is unknown but he was a member of Ta-chai's post-CR Revolutionary Committee. He probably is still active and almost certainly would be included in a committee of Ta-chai leaders welcoming a delegation from the United States.



SHEN-YANG

Approved For Release 1999/09/27 : CIA-RDP86T00608R000200230002-4

SHEN-YANG (MUKDEN)

(Pronounced shun-yang)

Chinese Romanized System of Spelling	Shenyang			
Meaning	On the sun side of the Shen River			
Location	41° 48'N 122°25'E (Approximate latitude of Chicago, Illinois.)			
Elevation	150 feet above sea level			
Population	3,000,000			
Climate	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	20	60	87	62
Mean Daily Minimum Temperature (°F)	-2	36	69	39
Mean Number of Days with Precipitation	4	6	15	7
Mean Monthly Precipitation (inches)	0.2	1.2	7.0	1.7

SHEN-YANG

1. Shen-yang, the capital and largest city of Liaoning Province, is situated in the southern part of the Northeast Plain in a densely populated agricultural and mineral-rich area. Shen-yang is the most important industrial, transportation, and cultural center in Northeast China and it ranks with Peking, Shanghai, and Tientsin as one of the major cities in China. The production of heavy machinery, machine tools, electrical and transportation equipment, and the metallurgical industries are the most important in Shen-yang. Shen-yang is a major transportation center and rail connections exist to Tientsin and Peking, the remainder of the Northeast, and with the USSR and North Korea. Four airfields, one of them with regularly scheduled passenger service, also make it the center of air traffic in the Northeast.

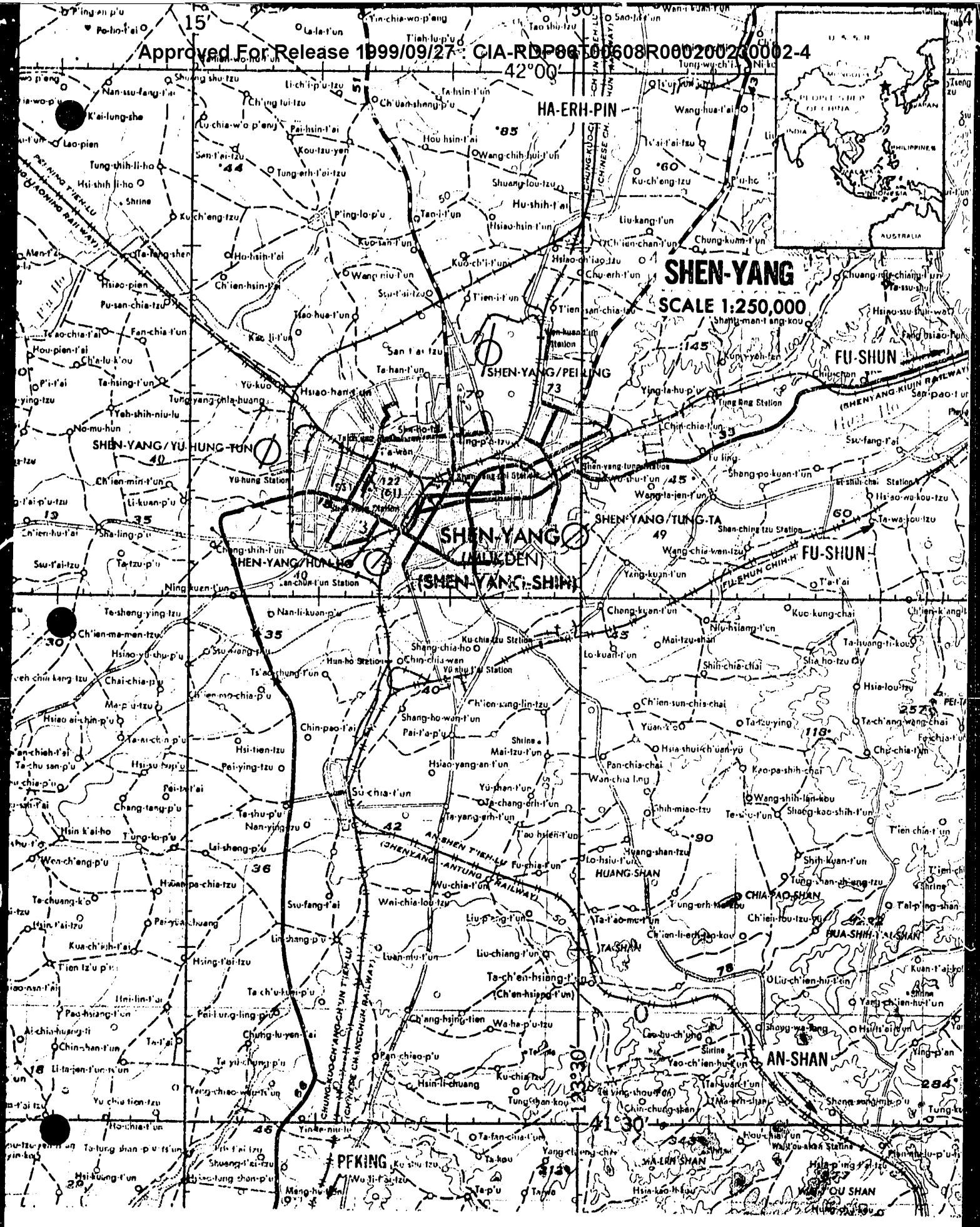
2. The origins of the city date back to about 200 B.C. Shen-yang remained an important frontier post for centuries until the Manchus made it their capital -- and named it Mukden -- during the period from 1625 to 1643 prior to their conquest of China and the transfer of the capital to Peking in 1644. The present name of Shen-yang was restored to the city in 1928.

3. The growth of modern industry began late in the 19th century and was abetted by the construction of railroads that radiated from the city. Handicrafts and metal smelting and processing initially were important as was the processing of agricultural raw materials. In the early part of the 20th century, Japanese capital was instrumental in developing heavy industry in the city based on iron ore deposits at An-shan, 55 miles to the south, and extensive coal fields at Fu-shun, 20 miles to the east. Development was particularly rapid during the Japanese occupation (1931-1945), specifically in the western part of the city where the major heavy industrial plants were built.

4. The western industrial district of Shen-yang has been expanded further by the PRC. Concentrated in an area of about 20 square miles are some of the most important machine tool,

chemical, and electrical equipment plants in China. Products include pneumatic tools, mining machinery, diesel engines, forging presses, locomotives, railroad cars, automobiles, electric wire and cable, large transformers, electric motors, aircraft, and refined copper, lead, and zinc. The processing of agricultural raw materials produces cotton and silk textiles, cigaretts, peanut and soy bean oils and by-products, flour, and wines from sweet potatoes and kaoliang.

5. Shen-yang's wide main streets, tall buildings (for a Chinese city), spacious squares, parks, and frequent pall of thick smog give the city a modern appearance. Roughly oval in shape, the city is divided by numerous rail lines into western, eastern, and northern parts. As noted, numerous industrial plants are concentrated in and dominate the western sector of the city. The eastern sector of Shen-yang is principably residential, commercial, governmental, and institutional in character. The majority of the government buildings, schools, and major shops and stores are clustered in the center of the city located a few blocks east of the main railroad station. Many engineering and technical institutes and hospitals are located here. One group of hospitals is attached to a medical school that combines the faculties of western and Chinese herb medicine. East of the city's center is the old Imperial Palace of the Manchu rulers that is similar in plan and style to the Imperial Palace in Peking. The northern part of Shen-yang is dominated by an extensive park where the tomb of the founder of the Manchu Dynasty and his wife are buried. The park area is fringed with additional industrial areas, schools, and workers housing.



TA-CH'ING

TA-CH'ING

(Pronounced da-ching)

Chinese Romanized System of Spelling	Daqing
Meaning in Chinese	Great Congratulation
Location	46°30'N 124°50'E (Approximate latitude of Helena, Montana.)
Elevation	175 feet above sea level
Population	Approximately 90,000 workers and staff (Includes workers, supervisory personnel and technicians at the oilfield, refinery and associated enterprises.)

Climate	Jan	Apr	Jul	Oct
Mean Daily Maximum Temperature (°F)	5	52	84	53
Mean Daily Minimum Temperature (°F)	-18	28	64	30
Mean Number of Days with Precipitation	3	5	13	5
Mean Monthly Precipitation (inches)	0.1	0.6	5.1	0.7

TA-CH'ING OILFIELD

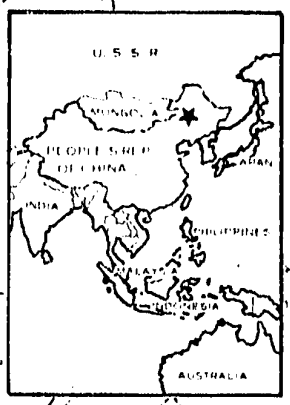
1. The Ta-ch'ing oilfield, covering an area of about 500 square miles, is located on a vast plain in the southern part of Heilungkiang Province about 100 miles northwest of Ha-erh-pin (Harbin) in Northeast China. The rapid development of the Ta-ch'ing field in the 1960's enabled China to become self-sufficient in petroleum. Nearly one-half of the total crude oil produced in the PRC comes from this field. (The production of crude oil in the PRC is estimated to be slightly more than 50 million metric tons in 1973, which is approximately 10 percent of US production.) Some of Ta-ch'ing's oil is processed at a refinery near the field; the remainder is delivered to other refineries in China by rail and a newly completed pipeline to Fu-shun where it is refined or shipped on by tank car. In 1973, China contracted to export crude oil from this field to Japan.

2. Drilling of the nearly 1,000 wells at the Ta-ching oilfield was started in 1961 and construction of the refinery began a year later. Subsequently a thermal cracking unit and several more sections were added to complete the plant in 1965-66. The refinery, which has an estimated annual capacity of up to 15 million tons, produces several products including aviation gasoline. During the construction period, the Petroleum Institute in Peking was moved to Ta-ch'ing and its facilities were used to train students in petroleum technology.

3. Although China boasts that Ta-ch'ing is the first all-Chinese developed oilfield, Soviet and Hungarian geologists apparently discovered and surveyed the field in the late 1950's and the USSR furnished the first equipment for the field. Nevertheless, it was left to the PRC to drill for and later extract oil from this shallow and low-pressure field by a laborious and expensive water injection method. Ta-ch'ing has become a symbol of national self-reliance and achievement and all Chinese are admonished to emulate the Ta-ch'ing Spirit.

TA-CH'ING OIL FIELD

SCALE 1:250,000



MAN-CHOU-LI

AN-TA
(SA-ERH-T'U)

LUNG-FENG AN

REFINERY

TA-CH'ING YU-T'IEN
(TA-CH'ING OIL FIELD)

HARBIN

125°00'

46°30'

NORTHEAST CHINA

1. Northeast China, Tung-pei (pronounced doong-bay in Chinese), consisting of the provinces of Heilungkiang (hay-loong-jeong), Kirin (jee-lynn), and Liaoning (lee-ow-ning), covers 13 percent of the total PRC area. (Use of the former regional name, Manchuria, is resented.) Its estimated 70 million people comprise about 9 percent of China's population. Most of the population growth has taken place during the past century; prior to that time the Northeast was a forbidding and largely uninhabited frontier region. The people are almost all ethnic Chinese; the once numerous Manchus have been assimilated, and other minority groups are small. There are about 1.3 million Koreans, a few hundred thousand Mongols, and a scattering of lesser groups. About one-third of the population is urban, the highest percentage in the PRC, and within the Northeast are five cities of 1 million or more population.

2. The Northeast is the most important heavy industry region in the PRC, ranking first in the production of iron and steel, electric power, coal, crude oil, aluminum, timber, paper, trucks, and various types of machinery and equipment. A wide range of fuel and mineral resources are exploited. Particularly important are several major coal fields, the publicized Ta-ch'ing oil field, iron ore deposits near An-shan, and the molybdenum deposit near Chin-hsi (probably the world's second largest deposit). Extensive deposits of oil shale are located in the Northeast and the Fu-shun facilities (east of Shen-yang) have an estimated capacity of about 1 million tons annually. Northeast China also contains the largest timber reserves in China with some excellent coniferous stands still remaining -- particularly in the remote hills and mountains in the north and northeast near the Soviet border. Industrial development has been aided by the most extensive and best integrated rail network in China.

3. Agriculture also is important with the leading crops consisting of grains (corn, millet, kaoliang, wheat) and soybeans. Larger fields, greater use of machinery, and the presence of state farms in some areas differentiates agriculture from that in other regions in the PRC. Some additional cultivable land remains unexploited around the drier western and colder northern margins of the fertile Northeast Plain.

SEPTEMBER WEATHER IN SELECTED PRC AREAS

1. September is a transitional weather month in most of China. The hot, humid, and rainy summer weather gradually gives way to the somewhat cooler and drier days of autumn. This seasonal contrast and change is most marked in Northeast China (Ha-erh-pin, Ta-ch'ing, Shen-yang) and at Ta-chai; in Lo-yang and Wu-han, on the other hand, summer weather normally lingers during most of September, though with gradually moderating temperatures and reduced amounts of rain. Compared with Washington, D.C., temperatures in the Northeast and at Ta-chai will average about 10 degrees cooler in September; are approximately the same as those for Washington at Lo-yang; and at Wu-han temperatures are equivalent to those of a normal Washington August. Washington receives about 3 inches of rain during September; this is only slightly more than is received for most locations north of the Yangtze River in China. September weather also tends to resemble that of Washington: weather changes can be sharp and "average" conditions result from significant contrasts in both temperature and rainfall. Late summer heat waves, for example, may be followed by much cooler temperatures more in keeping with October weather. Spells of cloudy, rainy weather can occur, though the chances of this are reduced after mid-September.

2. Cooler air periodically overspreads Northeast China during September and temperatures drop sharply during the month. Mid-day temperatures usually range from the mid-60's to the low and middle 70's, though some cooler days also are experienced. At night the temperature usually will drop to the low 50's or into the 40's; on rare occasions frost is felt during the latter half of the month. Roughly comparable September temperatures are also recorded for Ta-chai in North China. At Lo-yang temperatures gradually lower but remain quite warm with daytime readings usually ranging from the upper 70's to the low and middle 80's and at night dropping into the 60's or upper 50's. Wu-han (at the latitude of Baton Rouge) remains hot and steamy with only an occasional and brief respite from sultry summer temperatures.

3. In Northeast China September is a month of frequent (about 1 day in 3) though generally light rain. During the latter half of the month the chances of rain diminish as coo

clear, and dry weather increasingly prevails. Rainy days are less frequent (about 1 day in 4 or 5) at Lo-yang, Ta-chai, and Wu-han, but monthly totals (2.5 to 3 inches) at Lo-yang and Wu-han are about the same as in the Northeast. Normally only a little rain (about 1.5 inches) is recorded at Ta-chai during the month.